

PRICE \$24 PER MONTH.

NEW ADVERTISEMENTS

"SHIRE" LINE OF STEAMERS.
FOR YOKOHAMA DIRECT.
THE Steamship
"MERIONETHSHIRE."
P. B. Wilkins, Commander, will be despatched
for the above Ports TO-DAY, the 6th instant.

Far Freight Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 6th January, 1888. (252)
"GELLATLY'S" LINE OF STEAMERS

FOR ROBE DIRECT
THE Steamship
"MOGEE,"
will be despatched for the above Ports, TO-
DAY, the 6th inst., at TEN A.M.
For Freight or Passage apply to

ADAMSON, BEL. Co.,
Agents,
Hongkong, 6th January, 1888. | 252

OCEAN STEAMSHIP COMPANY:
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"CYCLOPS,"
Captain Nish, will be despatched as above TO-
DAY, the 6th instant, at FOUR P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE Agents

Hongkong, 5th January, 1883. [2244]
DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
The Company's Steamship

“FOKIEN,”
Captain Roach, will be despatched for the
above Ports on, **SUNDAY**, the 8th instant, at
DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, 6th January, 1888. | 92

General Managers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates)

to NINGPO, CHEFOO, NEWCHWANG, TIENTSIN
(HANKOW, and Ports on the YANGTZE.)
THE Company's Steamship
"TITAN,"
Captain Brown, will be despatched as above on
SATURDAY, the 14th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th January, 1888. (9)

EASTERN & AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND
ADELAIDE.
(Calling at PORT DARWIN & QUEENSLAND
PORTS, and taking through Cargo to New
ZEALAND, TASMANIA, &c.)
THE Steamship

Captain Craig, will be despatched for the above
Ports on TUESDAY, the 17th instant, at
FOUR P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 5th January, 1888. [9]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
FOR SHANGHAI KORE AND

YOKOHAMA.
THE Company's Steamer
 "YANGTSE"
 Commandant Lormier, expected here on or
 about SATURDAY, the 7th instant, will be des

arrival from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 6th January, 1888.

"GLEN" LINE OF STEAM PACKETS

FROM LONDON, PENANG, AND
SINGAPORE.
THE Steamship
"GLENCOE,"
having arrived from the above Ports, will assign

Optional cargo will be forwarded to the contrary be given before notice at TO

Cargo remaining undelivered after the 12th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

FROM HAMBURG, PENANG, AND
SINGAPORE:
THE Steamship
"BYLONA"

Captain Haasloop, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

notice to the contrary be given before Noon TO-DAY, the 5th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Piers and Godown Co. and stored at Consignees' risk and expense.

have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 A.M.

SIEMSEN & Co.,
Agents.
Hongkong, 5th January, 1888. [9
"GELLATLY'S" LINE OF STEAMERS

S. S. "MOGUL,"
FROM GLASGOW, LIVERPOOL,
PENANG, AND SINGAPORE.

Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 11th instant, will be subject to rent at the rate of One cent. per package per day. All Claims against the steamer must be presented to the undersigned on or before the 11th instant, or they will not be recognized.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th January, 1888. 1252

(continued)

INTIMATIONS.

A. S. WATSON & CO., LIMITED
CHRISTMAS CONFECTIONERY.
Just Received.
CRYSTALLIZED FRUITS, CHOCOLATE CREAMS, BURNED ALMONDS, AND SUNDRIES.
ROSE WATER & OTHER CRACKERS IN GREAT VARIETY.
NEW SEASONS' CHRISTMAS & NEW YEAR CARDS, INCLUDING BOXES.
CHROMOS OF SWISS AND HOME SCENERY.
SUITABLE FOR FRAMING.
NEW ILLUSTRATED PHOTOGRAPHIC ALBUMS.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
HONGKONG, 15th December, 1917.

NOTICE TO CORRESPONDENTS.
Communications on Editorial matters should be addressed to "The Editor," and those of business to "The Manager," and not to individuals by name. Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper and should be clearly headed. Advertisements and Subscriptions which are ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, JANUARY 6, 1918.

AFFAIRS in the French Indo-Chinese possessions at present are very far from justifying the saying that "they manage these things better in France." We often complain of the slowness of our Colonial Office, but with all its slowness there is steadiness and consistency of policy that contrast very favourably with the vagaries of the French authorities to whom the management of the colonies is entrusted. In the case of the French Indo-China budget, we made up in France; then a change was made to dollars, the currency of the country; next comes a price, fixed by the fall in exchange, and an inevitable revision to the franc as the unit of the Government accounts; and finally another right about face and the budget for 1918 made up in dollars. A better example of "how not to do it" could hardly be supplied. Lately, too, the colony has been in a state of consternation on account of a proposed wholesale reduction of the civil service. French Indo-China has hitherto been looked upon as a sort of happy hunting ground for young men in search of official appointment, with a sufficient salary and little work, and the colony has been literally swarmed with officials. A commissioner was recently appointed to report upon affairs in the colony, and this seems to have been one of the subjects that attracted his attention. At all events a decree suddenly appeared which in its execution would have involved the dismissal of some four hundred officials. Seeing that the officials form such a large section of the European community, a law like this naturally caused great excitement. That the colony is burdened with too great a number of officials there would seem to be no doubt, but such a sudden and ruthless cutting down as this in a small community was hardly the best way of dealing with the difficulty. The Governor, M. COMBES, says this and telegraphed for liberty of action in executing the decree, which he obtained, and the number of dismissals has for the time being been much reduced, but all the officials are uncertain as to their future position. The saving which will be effected by reducing the officials will go towards making up the nine million francs the colony has been invited to contribute towards the expenses of the Tonquin protectorate. The Saigon people were very earnest about the annexation of Tonquin while the work was in progress; now that they have to help to pay the cost they regard it as a thorn in the side. The justice of calling upon Cochinchina to contribute is not very apparent, but such is the decision of the home Government. But the Saigon authorities may take this as a sign of comfort, that the contribution is not likely to be required very long, provided the country be administered, with anything approaching reasonable intelligence. Persons who have visited Tonquin are of opinion that its natural wealth has been under rather than over-estimated, and a period of tranquillity with intelligent government is all that is required to bring about a rapid growth of population and the development of the natural resources of the country, agricultural and mineral. The unfortunate adoption of a prohibitive tariff is calculated to retard progress, thought cannot altogether stop it in a country as productive as Tonquin. Intelligence in the government has so far been more conspicuous by its absence than its presence, the history being one of a long succession of official squabbles and administrative mistakes. The evil effects of the régime of fear and distrust are already beginning to be felt at Saigon, and the export duty on rice was the other day again reduced to 15 cents. This was a wise step in itself, but so long as a tariff is calculated to discourage industry and to keep the country in a state of poverty, no great development of the export trade can be expected.

A CONTINENTAL trade journal says: "A short time ago any building house was regarded with suspicion which stood in the immediate relation with the sugar industry, while a commercial institution possessing shares in a sugar factory was certain to encounter general mistrust. It would now seem that brighter days are dawning for the sugar industry after the severe crisis through which it has been passing. The sugar prices are rising, the ill effects of the crisis are disappearing, and the production of sugar has been confined within proper limits. Shares in sugar factories are once more in demand, and there are reasons to believe that the improved tone on the sugar market will be a lasting one." The turn in the tide touched Hongkong some time ago, and we hope

of prosperity is now before the last industries. It is reported that they have done a very good stroke of business lately, two thirds of the Java crop having been secured at favourable rates, since when there has been a sensible advance in price. The question is, how long will the good times last? As *Kuhlo*, the paper from which we have quoted above, says, the production of sugar has been confined within proper limits, for the time being that is, but the danger is that as soon as demand has fairly overtaken the supply over-production will again set in. California is the quarter from which danger is to be apprehended. Mr. SPENCER, the sugar king, who has a capital, it is reported, of \$20,000,000 to work with, has signified his willingness to co-operate with the agriculturists in promoting the beet sugar industry. The soil and climate are well adapted for the growth of beet, and with a favourable market the development of the industry there may very possibly outstrip that which took place on the Continent of Europe and brought about the last crisis. It will be some years before the effect can be felt to any extent on the market, but those who are interested in sugar may prudently take the movement into account in their calculations as to future prospects. On the other hand the market for sugar has been rapidly extending for years past, and is likely to extend even more rapidly in future.

The Hon. J. Russell, Acting Chief Justice, to meet on the bench yesterday for the first time since his return from Shanghai.

The Agents Messrs. Butterfield & Swire inform us that the S. S. *Castaway* from Liverpool, left Singapore yesterday morning for this port.

The Portuguese corvette *Berlincourt* has arrived here from Macao 5th inst., arrived here yesterday afternoon. She has called here for coal on her way home.

The Chinese cruiser *Tai Yen*, Captain Low Poo Chia, and *Ching Yen*, Captain Lin Tai Chin, from Amoy 4th inst., arrived here yesterday afternoon for the purpose of coaling and took their morning departure for Hong Kong.

We are requested by the Very Rev. G. Burgess to intimate that he will be in the city of Hongkong for the purpose of receiving any gentlemen's old or cast-off clothes for the use of the European orphans at West Point.

Copy of a Chinese petition against the Public Health Bill passed by the official majority last year, addressed to His Excellency the Secretary of State for the Colonies, is published in another column. The petition has been signed by about 47,000 Chinese residents.

Intelligence was received in Hongkong by telegram yesterday to the effect that a destructive fire had broken out in the Foreign Settlement last night on Wednesday night, the 4th inst., at the offices of Messrs. Adamson, Ball & Co., P. England & Co., and the China Merchants S. N. Co., and other buildings have been destroyed.

Work on the new P. & O. office is progressing rapidly. The building will be in the style of the late structure, but more substantial, which was one of the most striking buildings on the Praya. The present site has a smaller frontage than the old one, but it has been built on a higher ground, and the new building will be an exact reproduction.

The following eleven will represent the Club at the cricket to be played to-day and to-morrow, commencing at 2 p.m. to-day. Tiffin will be provided on the ground to-morrow.

Mr. Ras, the energetic former of the Government Fire Brigade yesterday sent in his resignation in consequence of the work caused by the numerous fires so great as to interfere with his regular duties as Inspector of the Fire Brigade for many years, and has won good opinions on every hand for the manner in which he has performed his duties. It was greatly to be regretted that he has found himself obliged to resign at a time when he was so ill.

The Norwegian steamer *Norden*, which arrived here yesterday from Nagasaki, experienced some trouble on her way here. She left port on the 29th ultimo, and during the 3rd and 4th, in lat. 30 N., long 127 E., encountered a heavy gale, which was blowing from the N.W. It blew with such force that she was obliged to have to stop for some time, and she was damaged. She broke down a part of the lower bridge, doing some damage to the boats. In the Port of Callao she was forced with the N.E. monsoon.

We learn that an experiment is to be made at Macao with a number of Mahometans for the purpose of ascertaining the effect of the League Government have sent an order to the Governor of Macao to levy 150 recruits of the Mahometan section of the natives to serve as policemen at present in the Holy City.

In former years there was a contingent of Sikhs serving as policemen, but these have been either dismissed or the expiration of their term have resigned themselves. The Police Force at present in the Holy City is composed of European Portuguese—men who have belonged to the Gariunas—Macanese, and Chinese Lokans.

Mr. MacLennan, the Hon. Treasurer of the Alice Memorial Hospital, informs us that he has received through the Registrar-General (Mr. Stewart-Lockhart) the sum of \$700, which has been liberally subscribed towards the Hospital by two Peking Chinese gentlemen who were on a visit to the colony and who were struck by the good work the Hospital is doing.

The names of the gentlemen and the amount of their contributions are: Mr. Ong Beng Tai, \$500; Mr. Lim Teck Seng, \$200. The Peking Chinese are well known for their charity, of which the present instance is a good illustration. The Police Force at present in the Holy City is composed of European Portuguese—men who have belonged to the Gariunas—Macanese, and Chinese Lokans.

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EXECUTING THEMSELVES

A PET BEAR.

ELEPHANTS

the lancet. Accordingly, she drew Mr. Turley's attention to the limb which had been lamed, and did her best to show how much she preferred his milder treatment. Such stories, sometimes, it must be owned, testifying to a feeling of revenge not less enduring than was "Lizzie's" gratitude, might be multiplied indefinitely. They suggest a question which, standing as it does quite apart from the physiological arguments for evolution, may be worth considering. If social order, morality, memory, prudence, readiness of resource (a remarkable characteristic of the elephant) are evolved out of protoplasm, and *and* their

full development in man, how it is that each of these faculties, taken separately, seems to have had another distinct line of its own which has been developed in man. If we turn next to man in the order of living things, as they are certainly likeliest to him in shape, should we not expect to find their living in communities, individual members of which should possess the various mental and moral qualities in a degree which would correspond to those of man? Is not man? We see nothing of the kind. The bee and the ant have their elaborately-organised communities; the dog has fidelity and, perhaps we may say, conscience; the elephant, memory and gratitude; and other creatures, various qualities, mental and moral, corresponding to their own combination of their organs, especially that combination of social and individual faculties which would seriously impugn man's distinctive superiority" is not to be seen.—*Spectator*.

RUSSIA TO AMERICAN EYES.

One of the American papers has a correspondence in Russia at present. His impressions are anything but favourable. He declares that Russian despotism and official cruelty is to-day all that it has been during the past century. The changes time has wrought have been only in the forms of application—the aims and ends are the same. The correspondent says: "After a fortnight's residence in Russia, I am convinced that the empire I am constrained to believe that very little injustice could be done the government were one to write it all down as diabolical and bad, for I have been unable as yet to discover a single act or design intended to ameliorate the tyranny and burdens the people bear. At the frontier strangers encounter little in the form of custom from other countries. The modes of inspecting baggage and withstanding personal searching are very greatly from the usual. But as everything in Russia is distinctly Russian, and therefore exceedingly strange, the most experienced traveller is possessed of a sense of concern, if not fear. The through trains from Vienna, Berlin, and other popular points of departure for Russia land one on the frontier at night. The place is small, and the station swarms

with swarthy, unintelligent faces covered with long flowing beards and all dressed in

the most elaborate uniforms. There is a clanking of swords, a rattle of spurs, a din of voices, and a rushing hither and thither that is appalling. Timid women travelling alone have been overcome with fear or lost their heads in this bustle. The gentlemen, however, are usually well equipped with the incomes. This is the highest ranking military official, and he takes up the passport. On the heels of this diplomatic officer come the Customs inspectors, who, without ceremony or invitation, pick up the satchels, bags and bundles, exclaim in Russian, "Custom House!" and put out. The traveller follows. He finds and opens his satchels, and the Customs inspectors, and if there are unlocked there are opened and the contents are being dumped on the floor. The terror to the Russian Government is printed matter. Every newspaper, circular, or book found is taken out and sent to the gendarme and the Consul. It is anything about free government, free schools, or other free institutions. If a book is found in the office of government, is found, it is retained, and should it appear among the possibilities that the bearer has any design upon the Russian way of doing things, he or she is detained for examination. It does not appear in history or tradition that persons "detained" have ever proven their missions clear. They simply were taken to the prison. I saw a man who had a couple of trunks displayed his English by stepping behind the long counter when his baggage was pulled out of the wire cage, where it stays all opened and beginning to unlook it. The officers snatched the keys from the traveller's hands and pushed him back in line with others. I saw a man, a Frenchman, a Russian, an Englishman, man paid for his forwardness by seeing his goods dumped out on the floor and every thing wasted and left for him to care for. I tried to anticipate the officers as much as possible, and having left my trunk in Paris, eagerly opened my satchels. The pockets of my garments were turned wrong side out, letters were taken out, and I saw a couple of satchels, which were turned together, were pulled out and looked into. Here I encountered money-changers, who were evidently direct lineal descendants of those who were cast out of the Temple. I had seen money-changers at other frontier places, but none like these. Fortunately I had procured a letter from the Consul, and the money-changers at Vienna, and did not suffer the discounts of from 1 to 5 per cent. at the hands of the money-changers, who frequently took the unsophisticated traveller to an alarming extent. Trains entering or emerging from Russia do not pretend to respect their time-card, for the reason that they are often detained on the frontier. I saw a train, which was late, however, being the time required for examining baggage and passports, long or short. On this occasion the train was light and the baggage was soon inspected. But the passengers were not permitted to resume their place in the train. As soon as they escaped to the Customs officers they were led into the Customs House, where they were to be examined, where were all classes of people in every condition. All outer doors were locked and were guarded by officers. Timid, delicate women hovered in the corners and waited for the end of the two hours, while half-intoxicated Russians crowded about, smoking nasty cigars or smoking Russian teas at the expense of all the hospitality of the Customs. Slaves, Persians, Swedes, Russians, Germans, not an English voice was heard; and seldom did one see a man who could interpret even a sign. Finally a Russian rushed like mad from the station and bringing a bell. The doors were unlocked and the passengers were taken to the Customs House, where each parcel bore the stamp of the Customs House. Just before the train started a jingle of spurs and sabres was heard, and two gendarmes appeared. They entered the carriages and handed out the passports. Each passport bore a simple and short signature—that of the Consul or Governor of the frontier. The Customs officers and the passengers did not receive their passports because the documents were not signed, and they were obliged to remain and explain. The American traveller is quite as much impressed with the quaintness of the country and the remarkable character of the people as the Englishman. One of the things I saw with any other part of the country. The characteristics of the Poles, so far as the construction of a city goes, are as far as variance with the English or American as those of the Russians. Strange old buildings, covered with crazy characters and pictures, broad, roughly bordered streets, filled with a crowd of people, and a feeling that that anything is possible in this country. The villages are of small wooden buildings covered with straw. Nowhere is there architecture

taste, or cleanliness displayed. The advancement of the country may be illustrated in the statement that though Russia is one of the greatest in wheat-producing, the cereal is sown broadcast, harvested with the sickle, threshed with the flail, and three-fourths of the work is done by the women. The forests are infested with wolves and other wild animals; the fields, when not covered with wheat, are carpeted with Jean-Marie, with its yellow rattle and a plume of blue leaves at the top; Mushrooms and all the fungi of a cold climate are seen, and one's bewilderment increases as the slow train goes further and further into the empire.

WINTER TIME TABLE

THE KOWLOWN FERRY.
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Runs Daily as FERRY Boat between P'OUAN
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hours.—This Time Table will take effect from
the 17th October 1897.

WEEK DAYS.		SUNDAYS.	
Leaves Kowloon	Leaves P'ouan	Leaves Kowloon	Leaves P'ouan
6.00 A.M.	7.00 A.M.	6.30 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.00 "	9.00 "	8.00 "	8.30 "
9.40 "	10.15 "	10.29 "	10.45 "
10.29 "	12.20 P.M.	11.00 "	12.00 Noon
12.29 "	1.00 P.M.	12.30 P.M.	1.00 P.M.
1.30 "	2.00 "	1.30 "	2.00 "
2.40 "	3.00 "	1.39 "	3.00 "
3.40 "	4.00 "	2.39 "	3.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.00 "	4.50 "	5.00 "
5.40 "	5.25 "	5.25 "	5.40 "
6.00 "	6.35 "	6.00 "	6.15 "
6.30 "	6.45 "	6.30 "	6.45 "

* There will be no Launch on Monday and Friday, on account of coaling.
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STEAMERS.						
Abyssinia	Jan. 2	Geo. A. Lee	Brit. str.	2346	Adamsen, Ball & Co	Vancouver
Aberdeen	Jan. 1	W. Raynell	Brit. str.	923	Stimson & Co	
Abouli	Oct. 11	Conley	Brit. str.	223	Brit. Mail & Co	
Adelle	Dec. 28	Walker	Brit. str.	429	O. & O. S. S. Co	S. Francisco
Adonia	Jan. 5	Haeleop	Ger. str.	759	Siemssen & Co	
Adrian	Jan. 2	Brenner	Ger. str.	1130	Jardine, Matheson & Co	Shanghai
Caribbrooke	Dec. 2	R. Rowe	Brit. str.	374	Dorris & Bay	
Adrian	Dec. 21	Wagmann	Brit. str.	1578	Adamsen, Ball & Co	
Chilandra	Dec. 28	Pescoe	Brit. str.	1302	Adamsen, Ball & Co	
China	Jan. 4	Udeupur	Ger. str.	648	Melchers & Co	Saigon
Chiy-yuen	Dec. 28	Neill	Chil. str.	118	O. M. S. N. Co.	
Cycleros	Jan. 3	H. Nahn	Brit. str.	1418	Butterfield & Swire	London
Dalla	Dec. 2	Nielson	Brit. str.	333	Ran Ha	
Diamante	Jan. 3	Iversen	Ger. str.	1184	Ed. Sebellhaus & Co	
Fatehau	Jan. 3	McGillivray	Brit. str.	511	Russell & Co	Manila
Fahien	Jan. 15	W. B. Clarke	Brit. str.	1425	H. C. & M. Steamboat Co	Tamoi
Georgio	Jan. 4	J. S. Bosch	Chil. str.	284	Douglas Lapsack & Co	
Glenoco	Jan. 5	Leake	Brit. str.	1159	Ger. D. Stevens & Co	
Hankow	Jan. 5	Lloyd	Brit. str.	1245	Butterfield & Swire	Shanghai
Hokan	Jan. 5	G. B. Lafavour	Brit. str.	2386	H. C. & M. Steamboat Co	Canton
Hilmas	Sept. 18	Rouss	Fr. str.	909	H. C. & M. Steamboat Co	Yor sails
Yung-chow	—	E. Gaine	Brit. str.	298	H. C. & M. Steamboat Co	
Kinkiang	—	J. W. Goggins	Brit. str.	1061	H. C. & M. Steamboat Co	Macao
Marionethshire	Jan. 4	Wilkins	Brit. str.	1300	Adamsen, Ball & Co	Yokohama
Nogel	Jan. 4	J. M. Hudson	Brit. str.	1827	Adamsen, Ball & Co	Kobe
Nord-n	Jan. 4	Melander	Brit. str.	1907	H. C. & M. Steamboat Co	
P. C. Chom Kiu	Dec. 31	Benzen	Brit. str.	541	Chinese	Canton
Pilot Fish	—	Stopeni	Brit. str.	171	Xuen Fat Hong	Bangkok
Powan	—	J. P. Hoyland	Brit. str.	182	H. & W. Dook Co	
Reuter	Jan. 1	Smiley	Brit. str.	1347	H. C. & M. Steamboat Co	Canton
Tcheran	Jan. 1	Seymour	Brit. str.	1670	Brit. Mail & Co	Australia
Thales	Jan. 1	Hunter	Brit. str.	850	P. & O. S. N. Co	Yokohama
Tainan	Jan. 1	Allison	Brit. str.	1429	Douglas Lapsack & Co	Taiwan
Veneta	Dec. 1	F. Cole	Brit. str.	1639	Butterfield & Swire	
Yongata	Jan. 8	Brulac	Brit. str.	1482	P. & O. S. N. Co.	Bombay
Wyeen	Dec. 3	Brofferssen	Brit. str.	1169	Siemssen & Co	
SAILING VESSELS.						
Alden B-ase	Dec. 3	O'Brien	Amer. bk	812	Melchers & Co	S. Francisco
Allie Rowe	June 9	Phillips	Hail. bk	—	Order	
Annie Reel	Dec. 26	G. A. Warren	Amer. bk	719	Adamsen, Ball & Co	S. Francisco
Blandieria	Dec. 9	T. G. Ahrens	Brit. bk	1843	Russell & Co	London
Brookland	Oct. 18	O. G. Hore	Brit. bk	1692	Arnold, Karberg & Co	
Chloro	Dec. 1	G. F. Ulrich	Stam. bk	425	Chinese	
Chin Grant	Dec. 13	Moody	Brit. bk	1065	Order	
Coloma	Dec. 27	Noyes	Amer. bk	1082	Melchers & Co	
Drot	Nov. 28	Jas. Stevenson	Nor. bk	1144	Pustan & Co	Hamburg
Edward May	Dec. 18	Johnson	Amer. bk	990	Chinese	
Elzinga	July 9	Brain	Amer. bk	450	Chinese	
Esacot	Dec. 16	Waterhouse	Amer. bk	685	Order	
H. E. Tapley	Sept. 9	Rich. Telfa	Brit. bk	907	Chinese	
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Lock Lixrie	Dec. 16	Vaughan	Brit. bk	1382	Order	
Loong Wba	Nov. 28	Lord	Brit. coh.	376	Ed. Sebellhaus & Co	
Marianne	Dec. 8	E. Vialla	Fr. bk	143	Carlowitz & Co	London
M. L. Chushing	Dec. 13	L. W. Brown	Amer. bk	1875	Pustan & Co	New York
Mound Lebanon	Dec. 28	O. H. Nelson	Amer. bk	1875	Arnold, Karberg & Co	
Nardoo	Oct. 31	J. Campbell	Brit. bk	357	Chinese	
Norway	Dec. 16	Albertsson	Nor. bk	687	Chinese	
Pescoboot	Dec. 18	O. G. Eaton	Amer. bk	1382	Pustan & Co	New York
Railco	Jan. 3	E. B. Payne	Brit. bk	1098	Melcher	
See Swallow	—	Atcher	Brit. bk	339	Chinese	
Theodor Ruper	Dec. 31	C. Meyer	Ger. bk	451	Melchers & Co	
Velocity	Oct. 31	B. Martin	Brit. bk	1676	Gonsaves & Co	Honolulu

DATE	FILE NO.	CLASS.	INDEXED	FILED	DESTROYED
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SHIP.	ARRIVAL.	CAPTAIN.	AND REG.	TONS.	CONSIGNEES.	DESTINATION.
NAGASAKI.						
IN PORT ON 28TH DECEMBER, 1887.						
STEAMERS.						
Deutschland	Dec. 31	Hildebrandt	Ger. str.	520	C. S. Reedingerhaus	
Yayo	Dec. 27	Trost	Jan. str.	780	Takasima Colliery	
Yaso	Dec. 27	Jesselson	Ger. str.	672	Takasima Colliery	
Jordan	Dec. 27	Nielsen	Nor. str.	1347	M. I. Katsusha	
Ch Huang	Oct. 25	—	Ger. str.	71	C. W. Lake & Co	For sale
Clatsop	Dec. 11	Peterson	Am. str.	1580	Takasima Colliery	
Sauroga Maru	Dec. 2	Hutsay	Jap. str.	451	Nippo Yusen Kaisha	
Admiralstock	Nov. 28	—	Rus. str.	678	Holme, Klinger & Co	
SAILING VESSELS.						
Omaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaisha	
Orient	Dec. 23	Koller	Ger. bk	416	Chinese	
Polar Star	Dec. 21	Sandvik	Rus. sch.	—	Holme, Ringer & Co	
Kobe.						
IN PORT ON 17TH DECEMBER, 1887.						
STEAMERS.						
Anglo	Dec. 15	Farguhar	Brit. str.	1198	M. Heisann & Co	
Gen. Werder	Dec. 15	Fohuokmann	Ger. str.	1910	H. Ahrens & Co., Nach	
Sauro-maru	Dec. 10	Kuge	Jap. str.	430	Nippon Yusen Kaisha	
Amethshire	Dec. 7	Cuming	Brit. str.	1870	Browne & Co	
SAILING VESSELS.						
Harvard	Nov. 15	Norton	Amr. bk	511	C. & J. Trading Co	
Donawar	—	Lane	Brit. sh.	—	C. & J. Trading Co	
W. G. Davis	Oct. 14	Morse	Am. sh.	—	C. & J. Trading Co	
YOKOHAMA.						
IN PORT ON 23RD DECEMBER, 1887.						
STEAMERS.						
Cambodia	Dec. 8	Wildgoose	Brit. str.	1968	Smith, Baker & Co	
Ching-wo	Dec. 19	Machugh	Brit. str.	1559	W. M. Strohm & Co	
Mermaid	Dec. 21	Hannin	Brit. str.	395	Ed. T. Bennett & Co	
Moriji-maru	Nov. 17	Allen	Jap. str.	1027	Lighthouse Department	
Metapedia	Oct. 20	Purvis	Brit. str.	1451	Smith, Baker & Co	
Neopan	Dec. 17	Seymour	Brit. str.	1681	P. & O. S. N. Co	
SAILING VESSELS.						
Arctic	Nov. 22	Hoskins	Am. sch.	49	Captain	
Christian	Dec. 22	M. Gerns	Ger. bk	250	St. Row	
Diara	Nov. 12	Peterson	Am. sch.	71	Captain	
Fearless	—	Gierow	Ger. cut	18	Captain	
Molentin	Dec. 11	Little	Amr. sh	1312	C. & J. Trading Co	
Nemo	Nov. 28	Snow	Brit. sch.	145	Captain	
Rose	Nov. 27	Brensey	Brit. sch.	54	Captain	
St. James	Dec. 2	Cook	Am. bk	1468	H. James & Co	
SHIPPING IN SOUTHERN PORTS.						
MANILA.						
IN PORT ON 24TH DECEMBER, 1887.						
STEAMERS.						
Don Juan	Dec. 22	Marques	Span. str.	654	P. L. Teclas	
Don Domingo	Dec. 23	Mowet	Span. str.	1928	Compania General	
Salvadora	Dec. 13	Lecsa	Span. str.	688	J. Reyes	

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VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DISTINATION.
MACAO.						
Kiang-ping	—	Holmes	Chi. str	380	C. M. S. N. Co	
Recorder	May 25	J. H. Duttes	Brit. str	—	Order	
White Cloud	—	W. J. Rishy	Chi. str	652	H C. & M. Steamboat Co	Canton.
WHAMPOA.						
Chintung	Jan. 2	Winsor	Chi. str.	586	C. M. S. N. Co.	
Kutang	Jan. 27	Jackson	Brit. str.	1495	Jardine, Matheson & Co	
S. batian Bah.	Oct. 19	Schneider	Chi. str.	832	Ed. Schmalhaus & Co	
Teresa	Oct. 19	V. Venero	Span. bk	567	Order	
Vigilant	—	—	—	—	Chinese	
Yangtsee	Jan. 2	Starling	Brit. str.	914	Swansea & Co	
CANTON.						
Ch'ien Kamry	—	Krag	Span. bk	419	Chinese	
Colombo	Jan. 16	Griff	Chi. str.	630	Chinese	
Diamond City	July 10	F. Sass	Span. bk	291	Yuen Fat Hong	
Falcou	—	Jorgenson	Span. bk	856	Chinese	
Rapid	Jan. 11	Steinbring	Span. bk	429	Chinese	
SWATOW.						
IN PORT ON 25TH NOVEMBER, 1887.						
STAMBOUL.						
Fidelio	Nov. 24	H. Brook	Ger. str.	852	Bradley & Co	
Canton	Nov. 27	Brommer	Brit. str.	1110	Jardine, Matheson & Co	
Chefco	Nov. 27	Williams	Brit. str.	614	Butterfield & Swire	
Duburg	Nov. 28	Sertelsen	Ger. str.	531	Lim Yuen Sing	
Fooking	Nov. 28	Hong	Brit. str.	591	Jardine, Matheson & Co	
Formosa	Nov. 28	Hell	Brit. str.	674	Jardine, Matheson & Co	
Kutsang	Nov. 28	Jackson	Brit. str.	1495	Jardine, Matheson & Co	
Leesang	Nov. 28	Lawer	Brit. str.	1092	Jardine, Matheson & Co	
Nancy	Nov. 28	F. D. Goddard	Brit. str.	883	Jardine, Matheson & Co	
Norchwang	Nov. 28	Quail	Brit. str.	557	Butterfield & Swire	
Pempton	Nov. 28	Johannsen	Ger. str.	1541	Bradley & Co	
Soehow	Nov. 28	Harris	Brit. str.	1693	Butterfield & Swire	
Seahow	Nov. 28	Warren	Brit. str.	693	Butterfield & Swire	
Tamou	Nov. 28	Engelos	Brit. str.	919	Butterfield & Swire	
Wetchow	Nov. 28	Vughos	Brit. str.	550	Butterfield & Swire	

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Austrian	Sept. 27	Mc Atosh	Brit. sh	1518	W. F. Stevenson & Co	New York
Benj. F. Hunt	Sept. 19	Winn	Amer. bk	1131	W. F. Stevenson & Co	United States
Dalmat	Sept. 3	Olsen	Nor. bk	271	W. F. Stevenson & Co	
Drumettan	Sept. 13	Wilson	Brit. sh	1843	Smith, Bell & Co	S. Francisco
Emilie Marie	Dec. 22	Tonneson	Nor. bk	601	Wright & Co	
Enrique	Dec. 22	Forasander	Span. bz		Order	
Fernand	Aug. 19	Ohrloff	Brit. sh	1555	W. F. Stevenson & Co	Liverpool
Freb. B. Taylor	Oct. 28		Brit. sh	1791	Ker & Co	
Hart	S. pt. 7	Tait	Brit. sh	1460	Smith, Bell & Co	S. Francisco
Jasiah Howes	Sept. 12	Henry	Amer. sh	15 1	Findlay, R. & Co	
Mary L. Stone	June 28		Brit. sh	1420	W. F. Stevenson & Co	New York
Nelson	Sept. 17	Fraser	Brit. sh	1309	W. F. Stevenson & Co	New York
Nomad	Sept. 17	Steele	Amer. bk	452	Order	
Obed Baxter	Nov. 19	Colly	Amer. bk	877	Findlay, R. & Co	
Panama	Nov. 24		Brit. sh	449	Holtmann & Co	
Poney	Nov. 16	Wanner	Amer. bk	1130	Ker & Co	
Stratunius	Nov. 15	Flemming	Brit. bk	1175	Order	

HAIPHONG.						
IN PORT ON SAT. DECEMBER, 1887.						
SEAMEN.						
Maria	Dec. 2	Schoefer	Ger. str	708 1/2	Wing Fat Cheong	

BANGKOK.						
IN PORT ON SAT. DECEMBER, 1887.						
SEAMEN.						
Bangkok	—	Sixtrot	Brit. str	127 1/2	W. Lees & Co	
Rainbow	Nov. 5	John Smith	Siam. str	246	Lee Hin	

SAILING VESSELS.						
Nov. 7	Burnett	Brit. bk	238	Hook Pak		
Nov. 15	Sigwara	Siam. sh	395	Akon-Hoclin		
Nov. 15	Morhenner	Brit. bk	727	Mc Donald & Co		
Nov. 16	Soldnerstrom	Siam. bz	447	Lee Po Wat		
Nov. 17	Simpson	Siam. bk	542	Master		
Nov. 6	Martin	Brit. bk	323	Hook Pak		
Nov. 9	Tok Peng	Siam. bk	170	Chie Song		
Nov. 13	Dienco	Brit. bk	598	Bornes Co., Limited		
Nov. 15	Jacobson	Nor. bk	307	A. Mannwald & Co		
Nov. 7	Lencie	Siam. bk	234	Master		

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	REG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Alceity	d.s. steel dispatch boat	6	3180	Com. R. E. Macdonachie	Hongkong
Andacious	double-screw iron frigates	14	4830	Capt. R. H. Harris	Hongkong
Calliope	corvette	10	4020	Captain H. C. Kase	Australia
Chocomafer	gunboat	4	470	Com. H. C. Kase	Hongkong
Comanche	corvette	14	2500	Captain Keppel	Hongkong
Cordelia	corvette	10	4220	Captain H. C. Boys	Hongkong
Dak	double-screw gunboat	3	540	In reserve	Hongkong
Deputy	gunboat	4	540	Lieut.-Com. Adams	Shanghai
Despatch	composite gunboat	4	480	Com. Denison	Hongkong
Heroine	corvette	8	1470	Captain C. J. Ballar	Hongkong
Heavenly	cruiser	10	5000	Capt. Martin J. Dinlop	Magnolia
John C.	gunboat	5	1050	Com. W. H. Mair	Hongkong
Junco	corvette	4	430	Lieut.-Com. W. M. Martin	Tientsin
Mutine	composite sloop	6	1120	Capt. J. H. Maritz	Shanghai
Orion	armour-plated ship	4	4040	Capt. T. H. Roys	Singapore
Ram War	double-screw gun-vessel	6	1200	Com. W. Hornsby deane	Hongkong
Ram War	double-screw gunboat	6	1200	Lt.-C. Maill ed-Dorsall	Hongkong
Sapphires	corvette	12	2380	Capt. W. C. Kerlake	Shanghai
Satellite	corvette	8	1400	Capt. A. L. Atling en	Tokohama
Solent	torpedo mining launch	2	1000		Hongkong
St. John	double-screw gun-vessel	5	1010	Commander Bromley	Hongkong
St. John	double-screw gun-vessel	3	810	In reserve	Hongkong
St. John	double-screw gun-vessel	3	810	In reserve	Hongkong
W. Emanuel	receiving ship	20	760	Commodore Maxwell	Hongkong
Wanderer	composite sloop	10	760	Com. Maxwell	Hongkong
Wanderer	iron launch	1	1550	In reserve	Hongkong

FOREIGN MAN ON BOARD THE GUINA AND JAPAN STATION

NAME.	FLAG.	GUNS.	T.P.	CAPTAIN.	WHERE AT.
American frigate	14	32	Capt. Byron Wilson	Kobe	
American gunboat	6	1200	Captain H. P. Hall	Yokohama	
American gunboat	6	760	Com. Henry Glass	Yokohama	
American corvette	12	—	Captain T. O. Selfridge	Nagasaki	
American gunboat	6	500	Lieut. Com. T. Nelson	Yokohama	
French gunboat	4	—	Captain Vign	Shanghai	
French gunboat	4	—	Captain Le Borgne	Shanghai	
French gunboat	4	—	Lieut. Martel	Shanghai	
French gunboat	4	—	Commander Noury	Haiphong	
French corvette	16	450	Captain de Harbeyrie	Tuamoa	
French corvette	16	—	Commander Foret	Japan	
French corvette	17	550	Captain Veron	Shanghai	
French frigate	16	—	Captain Dupuis	Yokohama	
French gunboat	4	100	Com. L. B. G. Marcell	Shanghai	
German gunboat	4	430	Lieut. Com. von Eisekardt	Yokohama	
German gunboat	4	460	Commander von Kros	Yokohama	
Austrian cruiser	—	340	Captain Jeschke	Yokohama	
Portuguese corvette	—	400	Captain Faria Muller	Whampoa	
Portuguese gunboat	6	400	(sps. d. Costa Cabral)	Hongkong	
Portuguese gunboat	6	400	Captain K. d'Andrade	Macao	
Portuguese gunboat	6	400	Capt. Costa	Macao	
Russian cruiser	7	540	Lieut. Com. C. R. Cummins	Hongkong	
Russian cruiser	13	1100	(sps. Schuch)	Vladivostok	
Russian frigate	23	1600	Capt. Mouschikoff	Nagasaki	
Russian gunboat	7	80	Captain Gureyloff	Nagasaki	
Russian cruiser	9	253	Commander Medoff	Kobe	
Russian gunboat	7	80	Captain Zorine	Nagasaki	
Russian frigate	10	—	Commander Valronnet	Vladivostok	
Russian corvette	10	—	Commander Avellan	—	
Russian cruiser	13	80	Captain Sierif	Vladivostok	
Russian gunboat	7	80	Commander Nicol	Vladivostok	
Russian gunboat	7	80	Commander Rick	Vladivostok	
Russian corvette	12	—	Captain Lang	Nagasaki	
Russian corvette	12	—	Commander Meloroff	Yokohama	
Russian gunboat	4	—	Commander Melorovsky	Yokohama	
Spanish cruiser	14	2300	Capt. D. F. Zuleaga	Manila	

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